

**I. Amendments to the Specification:**

Please replace the title with the following amended title:

Improvements in or Relating to a Safety Arrangement for a Vehicle Using Separate  
Sensing and Control Units

Please replace paragraph [0030] with the following amended paragraph:

[0030] Conveniently, the sensor unit is provided on a single microchip.

Please replace paragraph [0038] with the following amended paragraph:

[0038] The control unit 2 further comprises an ignition circuit 4, which is operable to send an actuation command (in this case in the form of an ignition energy pulse) to a safety device of the vehicle, for instance an air-bag, as will be described in more detail below. The ignition circuit 4 is connected to one or more substantial capacitors 5a, which are charged with sufficient energy to activate the safety device, and will transmit [[of]] the stored energy to the safety device upon receipt of a trigger signal from the processor 3. Alternatively, the ignition energy could be taken directly from the vehicle battery, although the battery may become disconnected from the safety arrangement 1, which could result in a failure of the safety device to deploy.

Please replace paragraph [0042] with the following amended paragraph:

[0042] Left and right sensors 11 and 12 respectively (which may also be accelerometers) are also provided, separately from the sensor unit 7, and the left and right sensors 11 and 12 are configured to be located on respective left and right hand sides 101 and 102 (schematically illustrated) of the vehicle to provide additional

information that may be useful in determining whether or not the vehicle has encountered a crash situation, or in providing information on the type of crash that has occurred.

Please replace paragraph [0044] with the following amended paragraph:

[0044] As discussed above, it is important for the sensor unit 7 to be physically located on the vehicle in a position where the sensed acceleration will be representative of the acceleration of the vehicle as a whole. Hence, the sensor unit 7 is positioned substantially along a central longitudinal line of the vehicle. In advantageous embodiments of the invention, the sensor unit 7 is located on the central tunnel 103 (schematically illustrated) of the vehicle, and in such embodiments the sensor unit 7 may be directly attached by any suitable means to an upper or lower surface of the central tunnel, or to a covering thereof. The sensor unit 7 may be located within the cabin of the vehicle.

Please replace paragraph [0059] with the following amended paragraph:

[0059] ~~While the above description constitutes the preferred embodiment of the present invention, it will become apparent to those skilled in the art to which the present invention relates from the subsequent description of the preferred embodiment and the appended claims, taken in conjunction with the accompanying~~  
As a person skilled in the art will readily appreciate, the above description is meant as an illustration of the implementation of the principles of this invention. This description is not intended to limit the scope or application of this invention in that the invention is susceptible to modification, variation and change, without departing from the spirit of this invention, as defined in the following claims.